CHAPTER VI.

TRADE.

BEFORE[1] 1844, the Bombay Karnátak, especially the Dhárwár district, was very badly off for roads. Carts were almost unknown and long distance traffic was carried on entirely by pack-bullocks. Even within the district, except by a few main tracks or during the fair season after the crops had been cleared, it was extremely difficult to take a cart anywhere. There was little or no traffic westwards with Kánara and the coast. In a distance of about 350 miles, between the Bhor pass near Poona and the extreme southern frontier of the Bombay Presidency, the only cart-road across the Sahyádris was by the old Rám pass between Belgaum and Vengurla. The old Rám pass was three miles long, and for long stretches had an incline of one in five or six. Carts went up and down by lightening loads and clubbing the bullocks of two or three carts together. The Rám pass was too far north for Dhárwár traffic. What little traffic there was went on bullocks by rough tracks down the Sahyádris to Kumta, Ankola, and other North Kánara ports. About this time (1844), the inland parts of the Bombay Presidency were cut off from the sea by native states, Goa, and Madras. Sátára and Kolhápur cut off the North Karnátak from the Ratnágiri coast; Sávantvádi and Goa cut off Belgaum from the sea; and North Kánara then in Madras cut off Dhárwár. About 1845 the first pass within Kánara limits was improved, and this pass was far south leading to Honávar. About 1848 measures were taken to open a route to Kumta. Between 1850 and 1860 a great advance was made in opening communications with the western coast through Kánara. In 1850 the Dhárwár-Belgaum road in the north was unfit for traffic during the rainy season; it was unbridged and the Malprabha at times rose to a great height.[2] Within Dhárwár limits the last bridge on the great military trunk road north to Belgaum Sátára and Poona and south to Harihar and Madras, the Vardha bridge, about fifty-miles south of Dhárwár, was not completed till 1866. As late as 1856 the only made and bridged roads were about sixty miles of the Poona-Harihar road between Belgaum and Hubli and the road from Dhárwár by Mundgod Sirsi and the Devimani pass about 110 miles to Kumta. Since 1864 the local funds system has placed increased means for constructing and improving roads in the hands of the Commissioner and Collector. *Murumed* roads, that is roads laid with decayed trap, and carts have

[1] Bom. Gov. Sel. CLV. 24; CLX. 15; CLXI. 5; and LCXII. 8.
[2] Mackay's Western India, 393.

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in most places replaced foot tracks and pack bullocks So great has the change been that *tándás* or camps of Brinjáris with their numerous pack-bullocks are now hardly ever seen. At present (1884) three ports can be reached from Dhárwár by good passes and roads, Kumta by the Árbail and Devimani passes, Kárwár by the Árbail pass, and Goa by the Tináí pass, though by this last route the traffic is small.

At[1] present (1883) Dhárwár has ten chief lines of traffic, the Poona-Harihar, the Kárwár-Belári, the Dhárwár-Kumta, the Mundgod-Bankápur, the Pála-Bádámi, the Hávanur-Samasgi, the Harihar-Samasgi, the Hubli-Sholápur, the Tadas-Gondi, and the Masur-Mundargi roads. The Poona-Harihar road, of which about 107 miles lie within Dhárwár limits, runs north-east and south-west through the sub-divisions of Dhárwár Hubli Bankápur Karajgi and Ránebennur. On this road the milestones are numbered from Poona. The road enters the district in the north-west at 246 miles from Poona, and passes Tegur at 247 miles with a travellers' bungalow, Dhárwár at 261 miles with a travellers' bungalow, Hubli at 274 miles with a travellers' and a district bungalow, Tirmalkop at 287 miles with a travellers' bungalow, Shiggaon at 301 miles with a district bungalow, Bankápur at 305 miles; crosses the Vardha by a bridge at 312 miles near Konemelehalli; passes Háveri at 320 miles, Motebennur at 327 miles with a travellers' bungalow, Ránebennur at 340 miles with a district bungalow, and Yennihossahalli at 348 miles. At 353 miles, near Harihar on the right or southern side of the river in Maisur, the road crosses the Tungbhadra by a bridge and enters Maisur. The road is bridged and partly metalled, and is fit for carts throughout the year. The Kárwár-Belári road, of which ninety miles lie within Dhárwár limits, runs through the sub-divisions of Kalghatgi Hubli Navalgund and Gadag. Of the ninety miles within Dhárwár limits, for twenty-seven the road runs north-east from the west border of Kalghatgi to Hubli, for thirty-four it runs nearly east from Hubli to Gadag, and for twenty-nine it runs south-east from Gadag to Hesrur on the Tungbhadra. On this road the milestones are numbered from Kárwár. The road enters the district at seventy-five miles from Kárwár on the west border of the Kalghatgi sub-division, and passes Kalghatgi at eighty-five miles, Dastikop at eighty-seven miles with a travellers' bungalow, Hubli at 102 miles with a travellers' and a district bungalow, Annigeri at 123 miles with a travellers' bungalow, Gadag at 136 miles with a district bungalow, Dambal at 149 miles with a district bungalow, Mundargi at 159 miles, and Hesrur at 165 miles with a travellers' bungalow. At Hesrur the road crosses the Tungbhadra by a ford, and, leaving the district, goes twenty-two miles further to Belári. Within Dhárwár limits the road is bridged throughout and metalled for thirty-five miles and *murumed*, that is laid with decayed trap, for fifty-five miles. It is passable to carts throughout the year. The Dhárwár-Kumta road, which leads to the large port of Kumta in Kánara, leaves the Poona-Harihar

[1] Mr. J. R. Middleton, C. S.

road at Tirmalkop about twenty-five miles south of Dhárwár; passes Tadas at twenty-eight miles with a district bungalow; enters the Kánara district at about thirty-five miles on the north-western border of the Bankápur sub-division; and runs for about eighty miles to Kumta by Mundgod Pála Ekambi Sirsi and the Devimani pass. The road carries heavy traffic in cotton and is passable to carts throughout the year. To open other parts of the district with the port of Kumta, four lines were made to join the Dhárwár-Kumta trunk road. From Mundgod on the Dhárwár-Kumta road in Kánara, about forty-three miles south of Dhárwár, the Mundgod-Bankápur road runs sixteen miles east to Bankápur. Of the sixteen miles twelve are within Dhárwár limits. From Pála on the Dhárwár-Kumta road in Kánara, about twelve miles south of Mundgod, the Pála-Bádámi road runs 102 miles north-east to the border of the Bádámi sub-division in Bijápur. The road enters the district about half a mile east of Pála and runs twenty-one miles to Bankápur by Malligar. The twenty-one miles between Pála and Bankápur are bridged throughout and are fit for carts throughout the year. From Bankápur the road runs forty-eight miles to Gadag by Sávanur Lakshmeshvar and Mulgund. Though the line is laid out, the forty-eight miles between Bankápur and Gadag are neither bridged nor *murumed*, and are fit for carts during the fair season only. From Gadag the road runs twenty-five miles to Ron. As they run in deep black soil, the twenty-five miles between Gadag and Ron, though bridged and partly *murumed*, are impassable during the rains. From Ron the road runs eight miles to the border of the Bádámi sub-division. As they run parallel to the Hutgi-Gadag railway line, the eight miles from Ron to the Bádámi border are not now kept in repair. From Ekambi on the Dhárwár-Kumta road in Kánara, about ten miles south of Pála, a road runs seven miles east to Samasgi on the south-western border of the Hángal sub-division. From Samasgi the road divides in two, one branch leading fifty-three miles east to Hávanur and the other about sixty miles east and south-east to Harihar. The Hávanur-Samasgi road runs east through the Hángal and Karajgi sub-divisions, and passes the Alur-Hángal junction at twelve miles east of Samasgi and Alur at fifteen miles; crosses the Vardha by a ford at twenty-five miles near Sangur; passes Háveri at thirty-two miles on the Poona-Harihar road, Guttal at forty-nine miles, and Hávanur at fifty-three miles. At Hávanur the road crosses the Tungbhadra by a ford and enters the Belári district. The road is partly bridged, *murumed*, and embanked with drains and a few culverts. The Harihar-Samasgi road runs east and south-east through the sub-divisions of Hángal, Kod, and Ránebennur, and passes Makravalli about twelve miles east of Samasgi; crosses the Vardha at fifteen miles near Houthan; passes Tallivalli at seventeen miles, Havasbhavi at twenty-seven miles, Kod at thirty-five miles, Halgeti at forty-five miles, and Yennihossahalli at fifty-four miles on the Poona-Harihar road. From Yennihossahalli the road goes along the Poona-Harihar road south for five miles to Harihar. From the Dhárwár district to Bijápur and Sholápur the chief line is the Hubli-Sholápur road. The ordinary route from Hubli to Konnur on the border of the Bijápur district passes Tirlápur at sixteen

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miles north of Hubli with a travellers' bungalow, Nadgund at thirty-two miles with a district bungalow, and Konnur at forty-four miles. For Konnur another line has been lately chosen by Hebsur and Navalgund to Nandgud and Konnur; but this line is not completed and is inferior to the ordinary route. Both these routes to Konnur, being in black soil throughout, are impassable during the rains. At Konnur the road crosses the Malprabha by a ford, and, entering the Bijápur district, goes 116 miles from Hubli to Bijápur and 177 miles to Sholápur. From Tadas on the Dhárwár-Kumta road, about twenty-eight miles south of Dhárwár, the Tadas-Gondi road branches off thirty-eight miles south to Gondi on the Vardha in the Hángal sub-division. The road runs south through the Bankápur and Hángal sub-divisions, and passes Dhundshi at seven miles south of Tadas, Konankeri at thirteen miles on the Mundgod-Bankápur road, Mahárájpeth at twenty-three miles; goes along the Pála-Bádámi road for two miles to Malligar at twenty-five miles; passes Hángal at twenty-eight miles with a district bungalow; meets the Hávanur-Samasgi road at thirty miles and the Harihar-Samasgi road at thirty-six miles; and passes Gondi at thirty-eight miles. At Gondi the road crosses the Vardha by a ford and enters Maisur. This road, which is fairly complete with gutters and catch-water drains, passes through the three important markets of Hángal, Mahárájpeth, and Dhundshi. Large quantities of sugar, cardamoms, betelnuts, and other Maisur produce pass north along this road. The Masur-Mundargi road joins the south of Kod with the Ránebennur and Karajgi sub-divisions and with the large market of Mundargi in the Gadag sub-division. From Masur the road runs six miles north-east to Rattihalli, eighteen to Halgeti, twenty-two to Ránebennur, and about thirty-eight to Guttal on the Hávanur-Samasgi road. For about twenty-four miles north of Guttal to the Gadag border the road is not made. In these twenty-four miles the track crosses the Vardha at Belvigi by a ford, passes through the Shirhatti and Gudgeti sub-divisions, and enters the Gadag sub-division by the Virápur pass in the Kapatgud hills. For eight miles from the Virápur pass to Mundargi the road is made. Besides these chief lines, of small roads beginning from the north, the Kittur-Betgeri road runs twelve miles east from Kittur at 242 miles on the Poona-Harihar road in Belgaum to Betgeri in the north of the Dhárwár sub-division. From Dhárwár on the Poona-Harihar road four lines branch off, the Dhárwár-Hebsur road running twenty miles east to Hebsur by Maragdi and Behatti, the Dhárwár-Kalghatgi road running about twenty miles south-west to Kalghatgi, the Dhárwár-Haliyál road running about twenty-two miles west to Mávinkop on the borders of Dhárwár and Haliyál, and the Dhárwár-Goa road running twenty miles nearly west towards Goa by the Tinái pass. From Navalgund a road runs twenty-eight miles east to Ron. From Kalghatgi a road runs about thirteen miles south-west to Tadas on the Dhárwár-Kumta road. In the Kod sub-division in the south a road runs from Maisur about fourteen miles north-west to Chik-Kerur, and from Here-Kerur on the Masur-Chik-Kerur road a road runs fifteen miles east to Tuminhatti in Ránebennur.

PASSES.

All the Sahyádri passes by which the produce of Dhárwár is carried west to the coast lie outside of Dhárwár limits. Of passes to the west coast the Árbail and Devimani passes are the most important. Cotton mostly goes by these passes to Bombay. The Árbail pass which runs to Kárwár lies twelve miles south of Yellápur in Kánara and sixty-five miles south-east of Dhárwár. The Devimáni pass which runs to Kumta lies about twenty miles south of Sirsi in Kánara and ninety miles south-east of Dhárwár. Both passes are crossed by metalled and bridged cart-roads, eighteen to twenty-four feet broad. Besides these, the Tináí pass, about thirty miles north-west of Supa in Kánara and fifty-five miles west of Dhárwár, runs into Goa through part of Belgaum and Kánara. It is a bullock track, chiefly used for the import of cheap salt and salted fish from Goa. Within the limits of the district there are few important hill-passes. The only passes worthy of notice are the Sortur-Doni and Virápur passes in the Kapatgudd range. The Sortur-Doni pass, about three miles west of Doni in Gadag, can be crossed by carts and is used only for local traffic. The Virápur pass, about eight miles west of Mundargi in Gadag, is crossed by wheeled carriages and is used for local traffic from the south of the district to Mundargi market. In the two parallel ranges in the south of Kod there are three hill-passes in the north range, one leading from Hire-Kerur to Shikárpur in Maisur, another from Hire-Kerur to Masur, and a third from Ratihalli to Masur; and two on the southern range each about a mile and a half distant from the Marvali hill and leading to Shikárpur in Maisur.

RAILWAYS.

Of three systems of railways, the East Deccan or Hotgi-Gadag, the South Deccan or Belári-Marmagaon, and the West Deccan or Poona-Londa railways which are being introduced into the Southern Marátha Country or Bombay Karnátak, Dhárwár has two sections, one a small length of about twenty miles of the East Deccan line between Malápur and Gadag, and the other a length of about ninety miles of the South Deccan between Harlápur from Belári and Alnavar where the South Deccan line enters the Belgaum district. After crossing the Malprabha river the East Deccan line runs for some distance in native territory, entering Dhárwár at Malápur 154 miles south of Hotgi Junction. Thence it runs almost south keeping to the watershed that separates the valleys of the Bennihali and Hira. The whole line passes through the rich black cotton soil of the Dhárwár plain, and as the watershed is wide, flat, and straight, the work of construction is easy. The line passes Hombal station at 163¾ miles, and thence curving slightly eastwards, it joins the South Deccan line at Gadag 173½ miles south of Hotgi and ninety-three west of Belári. The ruling gradient is one in 100 and the limiting curve 2000 feet radius. The estimated cost is about £7200 (Rs. 72,000) a mile. This section of the line has no works calling for remark. The only stations are third class, at Alur 143½ miles, at Malápur 154 miles, and at Hombal 163¾ miles.[1]

The South Deccan section enters Dhárwár a little east of the

1 The mileages on the East Deccan are from Hotgi junction unless otherwise stated.

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village of Harlápur, and, running almost due east, reaches Gadag the junction of the South and East Deccan sections ninety-three miles west of Belári and 173½ south of Hotgi. From Gadag the line passes almost straight through Annigeri to Dundur, 117 miles on the Benni river.[1] It then makes a wide sweep south-westward to reach Hubli, 129¾ miles, and then turning north runs to Dhárwár, 142½ miles. After leaving Dhárwár, as it draws near the Sahyádris, it begins to wind, and passing Mugad and Kambarganvi enters Kánara at Alnavar 165½ miles. For ninety-three miles from Belári to Gadag the cost is estimated at about £6230 (Rs. 62,300) a mile, and for about 106 miles from Gadag to Deuli at 199 miles the cost is estimated at about £8990 (Rs. 89,900) a mile. The chief bridge is the Bennihalli 116 miles, which has five 100 feet girder openings and is estimated to cost about £15,000 (Rs. 1,50,000). The other bridges though numerous are small. Except Gadag junction, which is a second class, all the stations are third class. Their positions are Harlápur 81½ miles from Belári, Gadag 93, Annigeri 107¼, Dundur 117, Hubli 129¾, Dhárwár 142½, Mugad 151¼, Kambarganvi 158¼, and Alnavar 165½.

Besides the East Deccan and South Deccan railways a line from Hubli south to the important town of Harihar on the Tungbhadra river is in process of survey. As the exact emplacement of this line has not been settled in length, the following remarks are subject to modification. The proposed extension is about eighty miles of which the first sixty-seven miles are estimated to cost about £6200 (Rs. 62,000) a mile. The limiting gradient is one in 100 and the limiting radius of curvature 1200 feet. The proposed extension leaves the Belári-Marmagaon main line about 1½ miles east of Hubli and runs south-east to Kundgol nine miles from the junction. From Kundgol it passes direct to Saonshi village fourteen miles, and then, running along a watershed, reaches at twenty-one miles the village of Gudagiri. Close to this village is the highest point on the extension, the line being more than 100 feet above rail level at Hubli. At twenty-four miles is the village of Kalas. Up to this point all the ground passed over is black soil yielding rich crops of cotton, millet, and wheat. At Kalas it changes to a red and stony though not a barren soil. The line then falls rapidly till the main road joining the important villages of Sávanur and Lakshmeshvar is crossed at Yelligi, Lakshmeshvar being about eight miles to the east and Sávanur about five miles to the west. From Yelligi the line runs almost due south, and again passing into black cotton soil crosses the Vardha near the village of Kolur and runs forty-five miles to the village of Háveri. After this it again turns south-east, and twice crossing the main Poona-Harihar road it rises till it reaches the plateau on which is the village of Byádgi fifty-six miles. Here it turns still further east, and passing through a low range of heights composed of amorphous iron stone, and crossing the Poona-Harihar main road at fifty-nine miles runs sixty-six miles close to the east of the town of Ránebennur, with about 12,000 people and an important trade. Still further south the line

[1] Mileages on the South Deccan are given from Belári.

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crosses a range of hills nine miles south of Ránebennur and passing the village of Chelgiri seventy-three miles, it strikes the banks of the Tungbhadra seventy-nine miles at a point about 1½ miles east of Harihar. The Tungbhadra at this place is said to require about 1000 feet of waterway. Stations are proposed at Kundgol nine miles, Saonshi fourteen miles, Gudagiri twenty-one miles, Yelligi 27½ miles, Hatimatur 33¾ miles, Háveri 45 miles, Byádgi 55 miles, Ránebennur 66 miles, Chelgiri 74 miles, and Harihar 80½ miles.[1] The chief trade centres passed are Kundgol, Saonshi, Gudagiri, Kalas, Hatimatur, Háveri, Byádgi, Ránebennur, and Harihar. The prospects of this line are said to be bright. The people of the rich country it will traverse are reported to be most eager for its construction, and that the stations should be near their villages, a point of first rate importance which is too often overlooked.

TOLLS.

On the roads within Dhárwár limits are twenty-two toll bars. In 1884-85 the twenty-two toll bars sold for £8753 (Rs. 87,530) against £6117 (Rs. 61,170) in 1883-84. Of the twenty-two tolls twelve are provincial and ten local fund. Of the twelve provincial tolls six are on the Poona-Harihar road at Heggeri, Unkal, Tirmalkop, Konimelihalli, Motebennur, and Kodiyál; four are on the Kárwár-Belári road at Bardanhal, Shirguppi, Gadag, and Galginkatti; one is on the Hávnur-Samasgi road at Basápur; and one is on the Dhárwár-Tinái pass road at Mugod. Of the ten local fund tolls three are on the Harihar-Samasgi road at Samasgi, Tilvalli, and Bhogávi; two are on the Tadas-Gondi road at Hosur and Malligar; and one each is on the Pála-Bádámi road at Bankápur, on the Kittur-Alagvádi road at Tadkod, on the Dhárwár-Haliyál road at Saptápur, on the Dhárwár Kalghatgi road at Kanvi-Honápur, and on the Hirekerur-Holbikond road at Holbikond. Of these twenty-two tolls the toll at Heggeri fetched £460 in 1884-85, at Unkal £680, at Tirmalkop £1200, at Konimelihalli £500, at Motebennur £370, at Kodiyál £510, at Bardanhal £893, at Shirguppi £700, at Gadag £550, at Galginkatti £693, at Basápur £47, at Mugud £120, at Samasgi £301, at Tilvalli £50, at Bhogávi £14, at Hosur £91, at Malligar £210, at Bankápur £151, at Tadkod £150, at Saptápur £572, at Kanvi-Honápur £171, and at Holbikond £320. Except at Tilvalli, Hosur, Malligar, and Bankápur where half rates are charged, the tolls charged are for every four-wheeled carriage 1*s.* (8 *as.*), for every two-wheeled carriage drawn by one animal 3*d.* (2 *as.*), for every two-wheeled cart or carriage 6*d.* (4 *as.*) if drawn by two animals and laden and 3*d.* (2 *as.*) if unladen, 9*d.* (6 *as.*) if drawn by four animals and laden and 4½*d.* (3 *as.*) if unladen, 1*s.* (8 *as.*) if drawn by six animals and laden and 6*d.* (4 *as.*) if unladen, 2*s.* (Re. 1) if drawn by eight or more animals and laden and 1*s.* (8 *as.*) if unladen, 2*s.* (Re. 1) for every elephant, ¾*d.* (½ *a.*) for every camel horse pony mule buffalo and bullock whether laden or unladen, ⅜*d.* (¼ *a.*) for every ass laden or unladen; ⅛*d.* (1½ *a.*) for every sheep goat and pig; 6*d.* (4 *as.*) for every palanquin or other litter whether carried by four or more bearers, and 3*d.* (2 *as.*) for every small litter carried by less than four bearers.

BRIDGES.

The chief bridge in the district is on the Poona-Harihar road over the Vardha river on the borders of Bankápur and Karajgi. It is

[1] Distances on the southern extension are counted from Hubli Junction.

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entirely of masonry, consists of seven spans each fifty feet wide, and was built at a cost of £12,937 (Rs. 1,29,370). At Harihar within Maisur limits there is a large masonry bridge over the Tungbhadra on the southern border of Ránebennur. It has fourteen spans of sixty feet each with stone piers and a brick superstructure.

Rest-Houses.

For the use of European travellers Dhárwár has fourteen district and nine travellers' bungalows and for the use of native travellers it has thirty-six rest-houses. Of the fourteen district and nine travellers' bungalows five travellers' and three district bungalows are on the Poona-Harihar road, at Tegur at 247 miles from Poona a travellers' bungalow, at Dhárwár at 261 miles a travellers' bungalow, at Hubli at 274 miles a travellers' and a district bungalow, at Tirmalkop at 287 miles a travellers' bungalow, at Shiggaon at 301 miles a travellers' bungalow, at Motebennur at 327 miles a travellers' bungalow, and at Ránebennur at 340 miles a district bungalow; besides the two bungalows mentioned on the Poona-Harihar road at Hubli, three travellers' and two district bungalows are on the Kárwár-Belári road, at Dastikop at eighty-seven miles from Kárwár a travellers' bungalow, at Annigeri at 123 miles a travellers' bungalow, at Gadag at 136 miles a district bungalow, at Dambal at 149 miles a district bungalow, and at Hesrur at 165 miles a travellers' bungalow; two bungalows are on the Hubli-Sholápur road, at Tirlápur at sixteen miles north of Hubli a travellers' bungalow, and at Nadgund at thirty-two miles a district bungalow; two district bungalows are on the Navalgund-Ron road at Navalgund and Ron; and of the remaining six district bungalows one each is at Gadag in Dhárwár on the old Poona-Harihar road, at Kusugal in Hubli, at Jugalgi and Tadas in Bankápur, at Devgiri in Karajgi, and at Hángal. Of the thirty-nine rest-houses nine are on the Poona-Harihar road at Dhárwár, Hubli, Miniramankop, Tirmalkop, Shiggaon, Konimelehalli, Háveri, Motebennur, and Ránebennur; eight are on the Kárwár-Belári road at Devikop, Kalghatgi, Nalavadi, Hulkoti, Gadag, Dambal, Mundargi, and Hesrur; five are on the Hubli-Sholápur road at Behatti, Tirlápur, Alagvádi, Nadgund, and Konnur; three are on the Tadas-Gondi road at Tadas, Dhundshi, and Hángal; and two are on the Harihar-Samasgi road at Tirvalli and Havasbhávi. Of the remaining twelve rest-houses four are in Dhárwár at Niralgi, Bandur, Padmangatti, and Hebli; one in Navalgund, at Navalgund; two in Ron at Ron and Yaongal; one in Hubli at Hebsur, one in Bankápur at Bankápur; one in Kod at Hirekerur; and two in Ránebennur at Halgheti and Byádgi.

Ferries.

Of thirty-one ferries, all of which ply only during the rains, that is from June to October or November, twelve are across the Tungbhadra, six in Ránebennur, one each at Kusgatti, Mudenur, Airani, Hirebidri, Medleri, and Chandápur; two in Karajgi, one each at Harlahalli and Hávnur; and four in Gadag, one each at Gumgol, Shingtalur, Korlahalli, and Hesrur: fifteen are across the Vardha, seven in Hángal, one each at Gondi, Honkan, Malgund, Havangi, Ballambid, Adur, and Kudla; and eight in Karajgi, one each at Sangur, Devgiri, Kalsur, Karajgi, Hossahitti, Akur,

Marol, and Belvagi: three are across the Kumadvati, two in Kod, one each at Masur and Ratihalli, and one in Ránebennur at Kupelur: and one is across the Malprabha at Konnur in Navalgund. Of the thirty-one ferries, two, one at Konnur on the Malprabha and the other at Hesrur on the Tungbhadra, are provided with double ferry boats and a third at Karajgi on the Vardha has a single ferry boat. The remaining twenty-eight ferries are provided with leather covered bamboo baskets. The ferry boats, which are twenty-five feet long eight broad and three deep, carry fifty passengers or four laden carts, or 5000 pounds weight. The coracles or basket-boats, which are made of split bamboos covered with half-dressed hides, are twelve to fifteen feet in diameter and three deep and do not cost more than £10 (Rs. 100) each. In making these basket-boats a number of pieces of split bamboos, perhaps twenty in all, are laid on the ground crossing each other near the centre, and fastened at the centre with thongs; the ends of the bamboos are raised and fixed by stakes at due distances from each other and are there bound by other long slips of bamboo introduced alternately over and under the first crossed pieces, and tied at the intersections. When this is done, beginning from the bottom or centre, the parts above the intended height or depth of the baskets are cut off, and it is freed from the stakes, overset and covered with hides sewed together by thongs. When bullocks have to cross they are tied to the basket, goaded in the proper direction, and help to tow the boat across. At other times the basket is rowed over with paddles, or, when the water is not too deep, is pushed with bamboo poles. In the rains the Tungbhadra is very rapid, and if there has been a great fall of water to the north and west, the baskets have much difficulty in crossing. They sometimes take an hour though the distance is not seven hundred yards.[1] The ferries are divided into four classes according to the number of times the boats can cross and recross the river in one day of fourteen hours. If a boat cannot make more than six trips across and back in a day, the ferry falls under the first class; if it can make seven to ten trips the ferry falls under the second class; if eleven to fifteen it falls under the third class; and if more than fifteen it falls under the fourth class. The fees charged for laden carts are 1*s.* (8 *as.*) in first class ferries, 9*d.* (6 *as.*) in second class, 6*d.* (4 *as.*) in third class, and 4½*d.* (3 *as.*) in fourth class ferries. For unladen carts the charge is 7½*d.* (5 *as.*) in first class, 6*d.* (4 *as.*) in second class, 4½*d.* (3 *as.*) in third class, and 3*d.* (2 *as.*) in fourth class ferries. For laden ponies, mules, and horned cattle, as well as for horses both laden and unladen, the charge is 4½*d.* (3 *as.*) in first class, 3*d.* (2 *as.*) in second class, and 1½*d.* (1 *a.*) in third and fourth class ferries. For passengers, other than children who are allowed a free passage, the charge is 1½*d.* (1 *a.*) in first class, ¾*d.* (½ *a.*) in second class, and ⅜*d.* (¼ *a.*) in third and fourth class ferries. In 1883-84 the ferry revenue amounted to £409 (Rs. 4090) against £272 (Rs. 2720) in 1882-83.

FERRIES.

Dhárwár forms part of the Kánara postal division. Of forty-nine post offices one is a disbursing office, two are town sub-offices,

POST OFFICES.

[1] Moor's Narrative, 122-123.

Chapter VI. Trade.

Post Offices.

twenty-eight are sub-offices, and eighteen are village offices. Of the twenty-eight sub-offices and eighteen village offices twenty-five sub-offices and seventeen village offices are within British limits and three sub-offices and one village office lie in the Bombay Karnátak states. The disbursing office at Dhárwár is in charge of a postmaster who draws a yearly salary of £120 (Rs. 1200). The two sub-offices at Dhárwár and Betgeri, the twenty-five sub-offices within British limits at Amingeri, Bankápur, Byádgi, Dambal, Dhundshi, Gadag, Garag, Gudgeri, Hángal, Háveri, Hebli, Hire-Kerur, Hubli, Kalghatgi, Karajgi, Mushrikot, Mugud, Mundargi, Nargund, Navalgund, Ránebennur, Ron, Sávanur, Shiggaon, and Tumminkatti, and the three sub-offices in the Bombay Karnátak states at Kundgol, Lakshmeshvar, and Shirhatti, are in charge of sub-postmasters, drawing £12 to £60 (Rs. 120-600) a year. Of the eighteen village post-offices the seventeen within British limits are at Abbigeri, Agadi, Alur, Arlikatti, Bammanhalli, Guttal, Halgeri, Hulkoti, Kupelur, Kurtakoti, Mahárájpeth, Motebennur, Mulgund, Narendra, Tadkod, Tadas, and Uppin-Betgeri, and one in the Bombay Karnátak states is at Dodvad. Of these eighteen village post offices seventeen are in charge of village schoolmasters who receive, in addition to their pay as schoolmasters, yearly allowances varying from £3 12*s.* to £7 4*s.* (Rs. 36-72), and the remaining one is in charge of a local resident who is paid a yearly allowance of £3 12*s.* (Rs. 36). In towns and villages which have post offices, letters are delivered by twenty-one postmen, of whom two draw yearly salaries of £12 (Rs. 120) and the remaining nineteen of £9 12*s.* (Rs. 96). In some of these villages, besides by the twenty-one postmen, letters are also delivered by postal runners who receive yearly £2 8*s.* (Rs. 24) for this additional work. In small villages without post offices, letters are delivered by forty-four postmen. Of these, thirteen are paid yearly from £9 12*s.* to £12 (Rs. 96-120) from the Imperial post, and the remaining thirty-one are paid yearly from £10 16*s.* to £12 (Rs. 108-120) from the Provincial post. Except at all the village offices and the seven sub-offices at Byádgi, Dambal, Dhundshi, Garag, Hebli, Mugud, and Tumminkatti where money orders only are issued, money orders are issued and savings banked at all the post offices of the district. Mails to and from Bombay are carried by the Great Indian Peninsula Railway between Bombay and Poona; the mails between Poona and Dhárwár are carried in pony carts or *tonga dáks*, which run from Poona to Hubli through Sátára, Kolhápur, Belgaum, and Dhárwár. The post offices are supervised by the superintendent of post offices, Kánara division, who has a yearly salary of £360 (Rs. 3600) rising to £480 (Rs. 4800) in five years. The superintendent is assisted in Dhárwár by an inspector who draws £96 (Rs. 960) a year and whose head-quarters are at Shiggaon.

Telegraph.

There are three telegraph offices at Hubli, Dhárwár, and Gadag.

Since[1] the beginning of British rule in 1817 the making of good

[1] Trade and Craft details are chiefly compiled from materials supplied by Ráv Bahádur Tirmalráv Venkatesh.